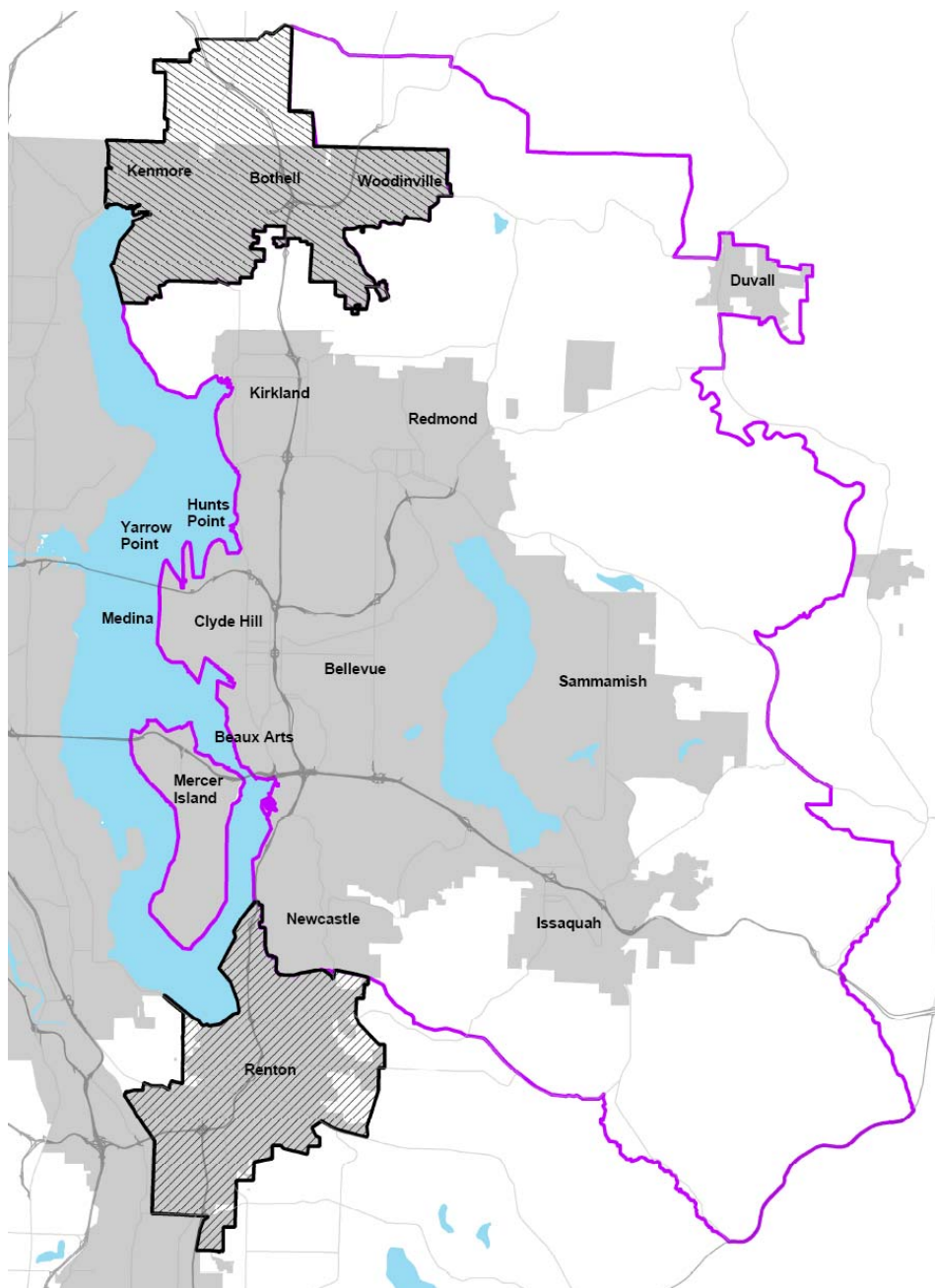


## 2007 Annual Progress Report



## **2007 Annual Report**

### **Eastside Transportation Partnership**

**Mission:** The mission of ETP is to provide an Eastside forum for inter-jurisdictional cooperation to implement coordinated prioritized transportation plans and programs through leadership, education, and advocacy.

**Goals:** To achieve its mission, ETP adopted the following goals on January 26, 1996:

1. Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods, and attacks peak hour congestion on the Eastside.
2. Jointly implement adopted priorities through leadership, education, and advocacy within communities, cities and the region.
3. Adopt and implement a strategy for increasing funding for transportation improvements and programs.

In recent years, ETP has focused its efforts on regional coordination and advocacy for priority Eastside projects and increases in transportation funding.

**History:** The Eastside Transportation Partnership (ETP) is an advisory organization of government and business leaders designed to address transportation issues affecting the communities located in the rapidly growing area east of Lake Washington. Spurred by the business community, the effort to coordinate Eastside transportation planning began in the mid 1980's. In 1987, ETP was formalized by the approval of an interlocal agreement signed by Bellevue, Bothell, Issaquah, Kirkland, Redmond, King County, the Washington State Department of Transportation (WSDOT), Metro and the Puget Sound Council of Governments (PSCOG). The interlocal agreement authorized work and provided funds for preparing an Eastside Transportation Plan.

In late 1988, the ETP Background Report was issued, followed in 1989 by an Alternatives Report that tested four different approaches for improving mobility throughout the Eastside. The analysis of alternatives "clearly demonstrated that no single approach to the transportation problem can be successful." Based on that analysis, the Recommendations Report emphasized a balanced program that would "integrate improvements in roadway facilities, transit services, High Occupancy Vehicle (HOV) facilities and transportation policies intended to provide a variety of travel options..."

After an extensive public process, the ETP Steering Committee approved the Recommendations Report, which identified over 170 program, project and service recommendations to improve the Eastside transportation network. Although the recommendations were based on providing a balanced transportation system, a number of "cornerstones" were recognized as being critical to the success of the overall program. These included the following:

- HOV improvements over general purpose improvements
- Transit service improvements to the Eastside's bus system
- Completion of the Eastside roadway network

- Planning and implementing High Capacity Transit (HCT) to link the Eastside with the rest of the region
- An inter-jurisdictional approach to transportation solutions
- Procurement of adequate financial resources to implement the program
- Linking land use and transportation planning.

By 1997, approximately \$375 million in recommended projects were completed. At this time, with consultant and staff assistance, ETP updated its recommendations and identified the current high priority projects for the Eastside for all transportation modes, emphasizing those that would be most effective in improving overall mobility and addressing peak hour congestion. Projects and programs were obtained from local adopted plans, and an effort was made to evaluate only those that provided a benefit beyond a localized area. ETP relied on technical analysis and input from the public in developing its process and determining the high priorities of the update, which was named the ETP Mobility Action Priorities, or MAP. The ETP MAP includes 146 high priority projects and 71 key projects that will benefit the Eastside area. These include general transportation improvements for arterials and freeways, freeway and arterial high occupancy vehicle and Sound Transit improvements, and nonmotorized and Transportation Demand Management actions. The total cost of these projects is \$2.3 Billion. By the year 2000, twenty of the MAP projects had been completed. Since then, several additional projects have been completed that benefit the Eastside.

The MAP also includes policy language that supports all modes and integration of modes, and outlines direction for implementation through securing financial resources and promoting education to implement projects. As of 2000, 20 of the original 188 projects have been completed, and 67 of the 1998 MAP projects have received full funding.

In 2007, ETP celebrated 20 years of activities marked by an event on December 14, 2007 at the Woodmark Hotel in Kirkland. Members spoke about the value of the collaboration that ETP has developed over the years. Guest speakers, which included Rep. Fred Jarrett, retired judge Terry Lukens and Attorney General Rob McKenna, encouraged ETP to continue its leadership and advocacy for transportation improvements. ETP presented Aubrey Davis with a Distinguished Service Award.

ETP Structure: Members of ETP for 2007 are shown on the following page. Each elected official representing a city or county has one vote, and agencies and other organizations are non-voting members. During 2007, Mayor Ava Frisinger served as Chair and Councilmembers John Resha and Don Gerend served as Vice Chair.

ETP Website: Additional information about ETP, including meeting schedules and summaries, is available at the following address:

<http://www.metrokc.gov/kcdot/tp/subareas/ETP.stm>

<b><u>2007 ETP Membership</u></b>		
<b>Organization</b>	<b>Representative</b>	<b>Alternate</b>
Bellevue	Councilmember Phil Noble Councilmember Claudia Balducci	Deputy Mayor John Chelminiak (Alt.) Councilmember Conrad Lee (Alt.)
Bothell	Deputy Mayor Sandra Guinn Councilmember Patrick Ewing	Councilmember Tim Tobin(Alt.) Councilmember Joshua Freed (Alt.)
Duvall	Councilmember Gerárd Cattin	
Issaquah	Mayor Ava Frisinger (Chair) Councilmember Maureen McCarry	Councilmember Eileen Barber (Alt.)
Kenmore	Councilmember Bob Hensel Councilmember Laurie Sperry	Councilmember Allan Van Ness(Alt.) Mayor Randy Eastwood (Alt.)
King County	Executive Ron Sims Councilmember Kathy Lambert Councilmember Reagan Dunn Councilmember Jane Hague	Doug Hodson (Alt.)
Kirkland	Councilmember Mary-Alyce Burleigh Councilmember Dave Asher	Councilmember Tom Hodgson (Alt.)
Mercer Island	Mayor Bryan Cairns Councilmember Steve Litzow	Councilmember Jim Pearman (Alt.) Councilmember Sven Goldmanis (Alt.)
Newcastle	Councilmember Sonny Putter Deputy Mayor Pam Lee	Councilmember Ben Varon (Alt.)
Redmond	Councilmember John Resha (Vice Chair from Jan. – Aug.) Councilmember Jim Robinson	Councilmember Kimberly Allen (Alt.)
Renton	Councilmember Don Persson	Councilmember Marcie Palmer (Alt.)
Sammamish	Councilmember Don Gerend (Vice Chair from Sep. – Dec.)	Councilmember Kathleen Huckabay (Alt.)
Small Cities Coalition	Mayor George Martin (Clyde Hill) Mayor Dave Cooper (Yarrow Point)	Mayor Fred McConkey (Hunts Point) (Alt.)
Snohomish County	None appointed	
Woodinville	Councilmember Chuck Price Councilmember Mike Roskind	Councilmember Don Brocha (Alt.)
Transportation Improvement Board	Steve Gorcester, Executive Director	Greg Armstrong (Alt.)
WSDOT	Chris Picard	
Puget Sound Regional Council	Charlie Howard	Mike Cummings (Alt.)
Sound Transit	Deputy Council President Fred Butler	Councilmember Connie Marshall (Alt.)
State Transportation Commission	Commissioner Richard Ford	
Eastside Transportation Association	Dick Paylor	
Eastside Transportation Choices Coalition	Councilmember Kathleen Huckabay	Scott Hamilton (Alt.)

### **2007 ETP Work Program Goals and Accomplishments**

ETP adopted four priority areas for its work program for 2007. These are shown below, with a brief indication of the accomplishments achieved for each.

<u>2007 Priority Area</u>	<u>2007 Accomplishments</u>
<b>Implementation:</b> Monitor and provide input on Eastside projects	<ul style="list-style-type: none"><li>• ETP supported the preservation of the BNSF right of way in the public domain for future transportation uses.</li></ul>
<b>Planning:</b> Provide direction for Eastside interests	<ul style="list-style-type: none"><li>• ETP provided input to the Roads and Transit ballot measure and supported the final package.</li></ul>
<b>Funding</b>	<ul style="list-style-type: none"><li>• ETP sent a letter supporting the Lake Washington Urban Partnership proposal, to provide \$118 million of federal funding to implement a traffic management program, including tolling, in the SR 520 corridor</li></ul>
<b>Education and Advocacy:</b> Promote funding and implementation of ETP priority projects	<ul style="list-style-type: none"><li>• ETP asked the Washington State Congressional Delegation to support the Urban Partnership proposal and advocated for funding.</li><li>• ETP developed a position statement for the 2007 legislative session, which identified the I-90 and SR 520 corridors as high priority for funding and asked the state legislature to take no actions that might harm a successful vote on the regional transportation package. ETP also recommended considering pricing to manage the transportation system.</li><li>• ETP asked the Regional Transit Committee to take no action on proposals to shift cities between subareas until sufficient review and analysis can occur.</li></ul>

## **2007 ETP Correspondence**



MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 684-2111

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October 16, 2007

The Honorable Reagan Dunn  
Chair, Regional Transit Committee  
King County Council  
516 Third Avenue, Room 1200  
Seattle, WA 98104-3272

Dear Chair Dunn:

Over the past month, the Eastside Transportation Partnership (ETP) has learned of several proposals to shift cities to the East King subarea for the purposes of accounting for Metro Transit service allocations.

Like the South County Area Transportation Board (SCATBd), ETP urges you to postpone any action on this before the Regional Transit Committee (RTC) in order to have sufficient time to thoroughly review and discuss any impacts posed by these changes. In addition, we ask that ETP be fully briefed on the implications of these changes and be given the opportunity to provide input to the RTC before it takes any action.

While we understand that Metro's planning subareas provide a basis for accounting where service resources are allocated, and there is no direct connection to where revenues are raised, we are concerned that the proposed changes could modify existing policy. That policy was developed after much consideration and debate and any changes should only be made after a thorough review process. Furthermore, we understand that for the next ten years, Metro's investments are to be guided by the Transit Now ballot measure approved by county voters last year. ETP is concerned about any policy change which might affect those commitments for transit improvements.

ETP questions the proposed changes as a means to achieve greater transit service levels in our communities. Instead, we urge you, as Chair of the RTC, to frame a more productive discussion about transit needs over and above what is proposed in the current program and explore other alternatives for addressing transit demand.

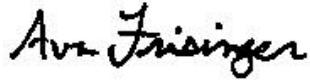
The Honorable Reagan Dunn

October 16, 2007

Page 2

We appreciate your consideration of this request and would be happy to answer any questions you might have.

Sincerely,



Ava Frisinger  
Mayor, City of Issaquah  
Chair

Eastside Transportation Partnership



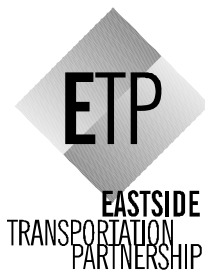
Don Gerend  
Councilmember, City of Sammamish  
Vice Chair

Cc: RTC members  
King County Council members  
ETP members  
Suburban Cities Association



The following letter was sent to the legislators listed below:

The Honorable	Patty	Murray	Senator	U.S. Senate
The Honorable	Maria	Cantwell	Senator	U.S. Senate
The Honorable	Jim	McDermott	Representative, 7th District	Representatives
The Honorable	Dave	Reichert	Representative, 8th District	Representatives
The Honorable	Jay	Inslee	Representative, 1st District	Representatives
The Honorable	Rick	Larsen	Representative, 2nd District	Representatives
The Honorable	Adam	Smith	Representative, 9th District	Representatives



MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 684-2111

July 26, 2007

The Honorable Adam Smith  
Representative, 9th District  
U.S. House of Representatives  
2402 Rayburn Office Building  
Washington, D.C. 20515

Dear Representative Smith:

The Eastside Transportation Partnership (ETP) was recently briefed on the Urban Partnership component of the United States Department of Transportation's (USDOT) new National Strategy to Reduce Congestion on America's Transportation Network. Under an Urban Partnership Agreement (UPA), USDOT's partner metropolitan areas will commit to the pursuit of aggressive strategies under the umbrella of the "Four Ts" – tolling, transit, telecommuting and technology – in a combined approach to reducing traffic congestion. In this region, the Partnership proposal submitted jointly by King County, the Puget Sound Regional Council and the Washington State Department of Transportation seeks to improve traffic flow by rigorously pursuing congestion reduction strategies across Lake Washington using the "Four Ts". On June 7, Mary Peters, the U.S. Secretary of Transportation, announced that our metropolitan area has been selected as one of nine Preliminary Urban Partners. Over the next six weeks, USDOT will negotiate with each of the Preliminary Urban Partners regarding the details of their proposals. Based on the results of those negotiations, and considering the level of local support, the USDOT will announce up to five final Urban Partners in August.

ETP believes that this program and this specific proposal offer a prime opportunity for a successful demonstration of how tolling – supported by aggressive transit and transportation demand management programs, as well as the application of technology – can contribute to the improvement and efficiency of our transportation systems. The SR 520 bridge is in critical need of replacement to avoid further deterioration and potential hazards from wind and earthquake. ETP recognizes that tolls will be needed to complete the SR 520 bridge replacement, and believes that it is important to replace this critical facility as soon as possible. ETP also understands that other tolling will be introduced in this region shortly, beginning with tolls on the new Tacoma Narrows Bridge in July of this year and followed by the institution of HOT lanes on SR 167 next year. ETP believes that the public's awareness of tolling is growing, and these practical experiences will increase that understanding.

The Honorable Adam Smith

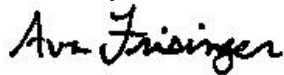
Page 2

July 26, 2007

On behalf of ETP, which represents sixteen cities on the East side of Lake Washington, we would like to take this opportunity to offer ETP's support for this innovative program. We believe these are the kinds of programs and policies that Congress should encourage USDOT to implement. In addition, ETP supports the Lake Washington Urban Partnership, and we urge your support for the selection of this proposal for a final Urban Partnership Agreement and for securing the requested federal financial assistance needed to conduct the necessary analysis for implementation, including evaluation of appropriate technology, assessment of impacts on other facilities and system-wide implications.

Please feel free to contact us if you have any questions.

Sincerely,



Ava Frisinger  
Mayor, City of Issaquah  
Chair



John Resha  
Councilmember, City of Redmond  
Vice Chair

Eastside Transportation Partnership

cc: The Honorable Christine Gregoire, Governor, Washington State  
The Honorable Ron Sims, Executive, King County  
Mary Peters, U. S. Secretary of Transportation  
Bob Drewel, Executive Director, Puget Sound Regional Council  
Douglas MacDonald, Secretary of Transportation, Washington State  
ETP members



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Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 684-2111

The Honorable John Ladenburg  
Chair, Sound Transit Board  
401 South Jackson Street  
Seattle, WA 98104

July 26, 2007

The Honorable Shawn Bunney  
Chair, Regional Transportation Investment District  
411 University St., Suite 1200  
Seattle, WA 98101

Dear Chair Ladenburg and Chair Bunney:

The Eastside Transportation Partnership (ETP) is pleased that the Sound Transit Board and the Regional Transportation Investment District (RTID) Executive Board have approved final plans for a comprehensive regional transportation investment package to place before the voters in the fall. ETP has consistently supported additional investment in the major corridors serving the Eastside. We appreciate seeing that the plans you have adopted address many of the Eastside's transportation priorities and respond to a number of the issues we raised during the planning process, including:

- additional funding to complete R-8A in the I-90 corridor
- recognition of priority to complete light rail to Redmond
- a financial plan to fund the SR 520 bridge replacement and HOV project
- investments that build toward BRT in the I-405 corridor and a commitment to further study additional improvements to enhance this transit mode
- a planning study for extension of light rail from South Bellevue to Issaquah

ETP would like to take this opportunity to express its appreciation for your efforts and the efforts of your respective boards in working so long and hard to develop this package. Thank you for your good work.

Sincerely,

A handwritten signature in black ink, reading 'Ava Frisinger'.

A handwritten signature in black ink, reading 'John Resha'.

Ava Frisinger  
Mayor, City of Issaquah  
Chair

John Resha  
Councilmember, City of Redmond  
Vice Chair

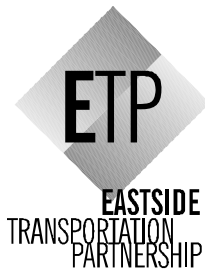
Eastside Transportation Partnership

The Honorable John Ladenburg and The Honorable Shawn Bunney

July 26, 2007

Page 2

cc: The Honorable Christine Gregoire, Governor, Washington State  
Washington State House and Senate Transportation Committee Chairs  
Eastside King County Legislators  
ETP members  
Sound Transit Board members  
RTID Executive Board members  
King County Councilmembers



MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 684-2111

The Honorable Larry Gossett  
Chair, King County Council  
516 Third Ave., MS: KCC-CC-1200  
Seattle, WA 98104

June 11, 2007

The Honorable John Creighton  
Chair, Port of Seattle Commission  
P.O. Box 1209  
Seattle, WA 98111

Dear Chair Gossett and Chair Creighton:

On May 11, 2007, Kurt Triplett of the King County Executive's office briefed the Eastside Transportation Partnership (ETP) on the "Connections for our Future" proposal. ETP would like to take this opportunity to commend King County, the Port of Seattle, and the Burlington Northern/Santa Fe (BNSF) Railway for working together to keep the corridor in the public domain for future transportation use.

The proposal involves a complicated set of actions, and we believe it is important to continue to move this forward. While we recognize the benefits that freight could realize, ETP is particularly interested in securing the 42 mile BNSF right of way for rail and trail purposes. We believe that it is essential to take advantage of the opportunity to secure this corridor now so that this irreplaceable resource can be preserved. We look forward to a major extension of our regional trail system in the short term and long term consideration of high capacity transit serving the Eastside.

Thank you for your efforts thus far to develop the "Connections for our Future" proposal. We encourage the Port of Seattle Commissioners and the King County Council to support continued collaboration between King County, the Port of Seattle, and BNSF to finalize the corridor purchase.

Sincerely,

A handwritten signature in black ink that reads "Ava Frisinger".

Ava Frisinger  
Mayor, City of Issaquah  
Chair

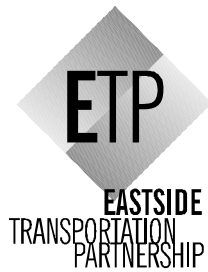
A handwritten signature in black ink that reads "John Resha".

John Resha  
Councilmember, City of Redmond  
Vice Chair

Eastside Transportation Partnership

cc: King County Councilmembers  
Port of Seattle Commissioners  
Jerome Johnson, BNSF Railway Company  
ETP members

Beaux Arts Village ♦ Bellevue ♦ Bothell ♦ Clyde Hill ♦ Duvall ♦ Hunts Point ♦ Issaquah ♦ King County ♦ Kenmore ♦ Kirkland  
Medina ♦ Mercer Island ♦ Newcastle ♦ Redmond ♦ Renton ♦ Sammamish ♦ Snohomish County Woodinville ♦ Yarrow Point  
Eastside Transportation Committee ♦ Puget Sound Regional Council ♦ Sound Transit ♦ Transportation Improvement Board  
Washington State Department of Transportation ♦ Washington State Transportation Commission



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Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 684-2111

March 13, 2007

The Honorable John Ladenburg  
Chair, Sound Transit Board  
401 South Jackson Street  
Seattle, WA 98104

The Honorable Shawn Bunney  
Chair, Executive Board  
Regional Transportation Investment District  
411 University St., Suite 1200  
Seattle, WA 98101

Dear Chair Ladenburg and Chair Bunney:

The Eastside Transportation Partnership (ETP) is pleased that the Sound Transit Board and the Regional Transportation Investment District (RTID) Executive Board have approved for public review draft plans for the next set of regional transportation investments. We are encouraged with this significant step, as these plans together constitute major progress toward a successful regional ballot measure this fall. ETP has consistently supported additional investment in the major corridors serving the Eastside, and we are gratified to see that the draft plans you have approved address many of the transportation needs that we have identified. On behalf of ETP, we are providing you with our comments for Eastside investments on both draft plans and hope that you give this input serious consideration as you develop your final plans.

### **I – 90 Corridor**

ETP is pleased that the draft Sound Transit Phase 2 (ST2) proposal for the Eastside focuses on our highest priority for regional transit—light rail across I-90, serving Mercer Island, Bellevue, Overlake and downtown Redmond. While the draft plan suggests that all construction funds are not initially available to construct light rail all the way to downtown Redmond, we appreciate the clear intention to do so as represented by the dotted line on the map and the inclusion of funds for preliminary engineering and right of way elements between the Overlake Transit Center and downtown Redmond. We also understand that the plan would authorize Sound Transit to proceed to final design and construction of light rail all the way to downtown Redmond if sufficient funding is available. We encourage you to continue to work through project planning and financial analysis toward the goal of reaching downtown Redmond with light rail as part of ST2.

ETP also appreciates Sound Transit's recognition of the need to include funds to conduct planning for future high capacity transit in the I-90 corridor from South Bellevue to Issaquah. We believe that it is important to continue to analyze the needs for regional transit in this important corridor for the next phase of implementation.

ETP is concerned, however, that the funding and policy issues surrounding the I-90 Two-Way Transit and High Occupancy Vehicle (HOV) project (R-8A) are not clearly addressed in the regional package. In our letter to the Sound Transit Board last November, we indicated that completion of this project is ETP's first priority, and we encouraged Sound Transit, RTID and the Washington State Department of Transportation (WSDOT) to work together to address this funding gap and ensure that that funding for this project is provided. It is important that this project be completed and in operation as soon as possible, to meet existing needs, build ridership for future rail, and provide the needed HOV capacity once light rail is operating in the center lanes. In addition, having R-8A in operation before the SR 520 project gets underway will maintain cross-lake mobility during the construction period. We encourage the ST2 Board and the RTID Executive Board to work swiftly to resolve this issue.

### **SR 520 Corridor**

ETP has long supported replacement of the SR 520 bridge and believes that its inclusion of HOV lanes is a necessary element to ensure improved transit mobility in the corridor. In October of last year, ETP indicated its support for the 6-lane alternative, including HOV lanes and transit flyer stops between the bridge and I-405, and the necessary elements to support future high capacity transit. ETP also believes that the direct HOV access at 108<sup>th</sup> Avenue would provide substantial benefits to Eastside residents and businesses.

ETP appreciates the RTID draft plan's proposal to provide enough RTID funding to pay for the additional HOV capacity that is needed. We are committed to seeking sufficient funds from the State legislature to fulfill the State's responsibility for preserving the existing capacity so that the 6-lane facility can be implemented. ETP urges you to work closely with the state to move ahead as quickly as possible to seek the necessary additional state funding for this project. In addition, ETP supports Sound Transit's recognition of the importance of future SR 520 high capacity transit needs by including funding for high capacity transit studies in its ST2 proposal.

### **I-405 Corridor**

ETP remains committed to I-405 Bus Rapid Transit (BRT), currently identified in the Long Range Plan as the preferred High Capacity Transit mode for the I-405 corridor. ETP is pleased that Regional Transportation Investment District (RTID) proposal would provide funding to construct the necessary lanes on I-405 to implement BRT in the future. ETP also supports the RTID's proposal for completion of the HOV to HOV connection at the SR 167/I-405 interchange. Along with funding provided by the Nickel package and Transportation Partnership Account, this will allow long-needed congestion relief improvements for transit, freight and general purpose traffic in this important corridor.



In addition, ETP supports Sound Transit's inclusion of parking and transit facilities along the corridor in Bothell and Renton as steps toward implementing BRT. ETP urges Sound Transit to consider use of Service Enhancement Funds to improve transit services in the I-405 corridor as an additional incremental step toward the long term vision.

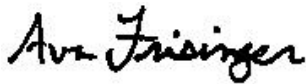
**Funding**

ETP recognizes the regional package will require a significant tax increase—0.6% sales tax and 0.8% MVET. While ETP members are concerned about such a significant increase, we believe that this package of integrated regional transportation improvements will demonstrate the region's ability to fix existing problems and meet our growing mobility needs. As a result, we believe that the public will support this package.

However, we would also encourage you to work with the State to consider broader use of pricing to manage demand and generate additional revenues. The proposed package includes tolling only of the SR 520 corridor. ETP believes that this is necessary, but also suggests that pricing of additional facilities be considered, as proposed by the Washington State Transportation Commission.

Thank you for your hard work in developing these draft plans and your commitment to moving forward with regional transportation improvements. We look forward to the refinement of a final joint plan and working together to ensure a successful ballot measure in November.

Sincerely,



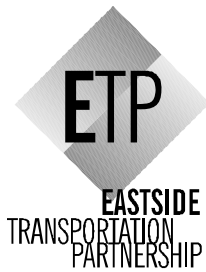
Ava Frisinger  
Mayor, City of Issaquah  
Chair

Eastside Transportation Partnership



John Resha  
Councilmember, City of Redmond  
Vice Chair

cc: The Honorable Christine Gregoire, Governor, Washington State  
Washington State House and Senate Transportation Committee Chairs  
Eastside Legislators  
ETP members  
Sound Transit Board members  
RTID Executive Board members



MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 684-2111

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February 28, 2007

The Honorable Mary Margaret Haugen  
Chair, Senate Transportation Committee  
Washington State Legislature  
305 John A. Cherberg Building  
P.O. Box 40410  
Olympia, WA 98504-0410

The Honorable Judy Clibborn  
Chair, House Transportation Committee  
435 John L. O'Brien Building  
Washington State Legislature  
PO Box 40600  
Olympia, WA. 98504-0600

Dear Senator Haugen and Representative Clibborn:

The Eastside Transportation Partnership (ETP), which represents seventeen East King County cities, plus King and Snohomish Counties, has reviewed Senate Bill 5803. We join with the Metropolitan King County Council, the South County Area Transportation Board (SCATBd) and the SeaShore Transportation Forum, in expressing concern about this bill. We believe that any changes to governance need to address three primary issues: involvement of local governments, improvements to funding, and avoiding interference with the November ballot measure on the regional transportation package.

#### Involvement

ETP has not taken a position on the Regional Transportation Commission, but our members are interested in being a part of the dialogue. We recognize that improvements are needed in the transportation decision making process in this region. However, ETP believes that any reorganization of governing authority needs to be done thoughtfully and carefully, with the goal of improving the region's ability to implement needed transportation projects and programs. Enacting such sweeping legislation during this session would not allow for a full vetting of the framework for the new structure.

Since local governments will have a role in establishing a new regional entity, it is important that they be involved in a full consideration of the mechanism, authorities, incentives, relationships and structure in order for it to be successful. The Policy Advisory Board appears to be the only

opportunity that SB 5803 provides for local jurisdictions to provide input into the new entity's decisions. We are concerned that many local perspectives would not be incorporated into the new commission's decision process. Without meaningful and substantial input from local general purpose jurisdictions, regional investment priorities may not sufficiently reflect all of the region's needs.

#### Funding

SB 5803 does not adequately address the primary transportation problem we face: insufficient funding due to a 30-year project and maintenance backlog, and the demands of recent population and economic growth. A sizeable, stable, predictable and additional regional funding source is needed to do this. SB 5803 does not provide for this, nor would it eliminate the current inefficiency in funding transportation projects caused by state and federal funding silos. We believe that increases in funding levels and improvements in the distribution of funds are needed if any changes in structure and decision making are going to result in better project delivery.

#### Do No Harm to Regional Transportation Ballot Measure

Finally, we are concerned that introducing changes in governance at this time may adversely affect the regional transportation vote scheduled for this fall. The region has made steady progress in implementing improvements in recent years, demonstrating the ability of local governments to work together and deliver transportation projects and programs. The regional transportation package would provide a much-needed and significant boost in funding to complement recent investments and complete promised improvements. We believe that the region needs to be able to proceed toward that November vote without the threat of major changes in transportation decision making.

We urge you to work in cooperation with local governments on improvements to the regional transportation governance structure to develop a better system for decision making and project delivery.

Sincerely,



Ava Frisinger  
Mayor, City of Issaquah  
Chair



John Resha  
Councilmember, City of Redmond  
Vice Chair

Eastside Transportation Partnership

The Honorable Mary Margaret Haugen and The Honorable Judy Clibborn

February 28, 2007

Page 3

cc: Members, House and Senate Transportation Committees  
Eastside legislators  
ETP members